SOUTHERN PACIFIC COMPANY

SUPPLEMENT No. 1
TO
SACRAMENTO DIVISION TIMETABLE
171

SUPERSEDING PAGES 2, 3, 4 AND 5

EFFECTIVE MONDAY, SEPTEMBER 1, 1947
AT 12:01 A. M.
PACIFIC STANDARD TIME

FOR THE GOVERNMENT AND INFORMATION OF EMPLOYES ONLY

J. W. CORBETT,
General Manager.

R. E. HALLAWELL,
H. R. HUGHES,
Assistant General Managers.

C. H. GRANT,
General Superintendent of Transportation.

Superintendent of Transportation.

M. L. JENNINGS,
Superintendent.

EASTWARD

Capacity of sidings		SECOND CLASS 442 C. C. M. Leave Daily	FIRST CLASS 32 Passenger Leave Daily	22 Pacific Leave Daily	24 Challenger Leave Daily	102 Streamliner City of San Francisco Leave Daily	28 San Francisco Overland Leave Daily	202 Passenger Leave Daily	26 Passenger Leave Daily	Mile Post Location	Supplement No. 1 To Timetable No. 171 September 1, 1947 STATIONS	Distance from Sacramento
Sacramento yard	BKWOTIP	AM 1.00	PM 11.40	PM 11.10	PM 10.40	PM 7.18	PM 1.40	AM 10.05	AM 12.30	89.0 / 88.9	TO-R SACRAMENTO	0.0
	BKWOTP									89.8	0.9 TO-R SACRAMENTO (12th St.)	0.9
	M 87 IYP									91.8	2.0 ELVAS	2.9
	BKP		PM 11.53	11.23	10.53	7.30	1.52	10.18	12.44	94.9	3.1 BENALI	6.0
Roseville yard	BKP		AM 12.04	11.34	11.04	7.37	2.00	10.29	12.55	102.8	7.9 TO-R ANTELOPE	13.9
	BKWOTYP	1.40 AM	s 12.15 AM	s 11.45 PM	s 11.15 PM	7.44 PM	s 2.09 PM	s 10.40 AM	s 1.10 AM	106.6	3.8 TO-R ROSEVILLE	17.7
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(17.7)	
		(0.40) 26.55	(0.35) 30.34	(0.35) 30.34	(0.35) 30.34	(0.26) 40.85	(0.29) 36.62	(0.35) 30.34	(0.40) 26.55		Time over District / Average Speed per Hour	

Automatic Block System — Double Track

RULES 86, 87 and 93. Third-class trains, extra trains and engines must clear the time of No. 102 not less than 15 minutes, except where Rule D-251 applies.

EASTWARD — WESTWARD

Capacity of sidings	THIRD CLASS 518 Local Freight Leave Daily Ex. Sunday	Mile Post Location	Supplement No. 1 To Timetable No. 171 September 1, 1947 Placerville Branch STATIONS	Distance from Placerville	THIRD CLASS 519 Local Freight Arrive Daily Ex. Monday
Sacramento yard WIP	AM 5.50	94.7	R BRIGHTON	54.0	AM 11.50
23	5.55	95.9	1.2 PERKINS	52.8	11.40
9	6.05	98.9	3.0 MAYHEW	49.8	11.25
23 YP	6.20	101.6	2.7 MILLS	47.1	11.15
Yard Limits 28 P	6.50	104.4	R 2.8 CITRUS	44.3	11.00
9	7.33	110.1	5.7 NATOMA	38.6	10.00
Yard Limits Y	8.40	111.1	R 1.0 FOLSOM JCT.	37.6	9.55
6 P	**9.10**	118.0	6.9 WHITE ROCK	30.7	**9.10**
11 P	AM 9.50	126.1	8.1 LATROBE	22.6	8.35
25	PM 12.01	142.7	16.6 EL DORADO	6.0	7.20
18 P	12.30	145.0	TO 2.3 DIAMOND SPRINGS	3.7	7.00
Yard Limits BKWTP	1.00 PM	148.7	TO-R 3.7 PLACERVILLE	0.0	6.30 AM
	Arrive Daily Ex. Sunday		(54.0)		Leave Daily Ex. Monday
	(7.10) 7.53		Time over District / Average Speed per Hour		(5.20) 10.12

Capacity of sidings	EAST-WARD Mile Post Location	Supplement No. 1 To Timetable No. 171 September 1, 1947 Placerville Branch STATIONS	WEST-WARD Distance from Fair Oaks
Yd. Lmts. 28 P	104.4	CITRUS	1.9
Yd. Lmts. 15 P	106.3	TO-R 1.9 FAIR OAKS	0.0
		(1.9)	

Capacity of sidings	EAST-WARD Mile Post Location	Supplement No. 1 To Timetable No. 171 September 1, 1947 Placerville Branch STATIONS	WEST-WARD Distance from Folsom
Yd. Lmts. Y	111.1	R FOLSOM JCT.	0.7
Yd. Lmts. 22 WP	111.8	TO-R 0.7 FOLSOM	0.0
		(0.7)	

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WESTWARD

FIRST CLASS

Mile Post Location	STATIONS		Distance from Roseville	25 Mail	21 Pacific	23 Challenger	31 Passenger	101 Streamliner City of San Francisco	27 San Francisco Overland	201 Passenger
				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
89.0	Automatic Block System	TO-R **SACRAMENTO**	17.7	AM s 1.50	AM s 3.30	AM s 5.05	AM s 6.30	AM s 6.55	PM s 4.10	PM s 6.50
88.9		0.9								
89.8		TO-R **SACRAMENTO** (12th St.)	16.8							
		2.0								
91.8		**ELVAS**	14.8							
		3.1								
94.9		**BENALI**	11.7	1.30	3.10	4.47	6.12	6.39	3.55	6.32
		7.9								
102.8		TO-R **ANTELOPE**	3.8	1.20	3.00	4.39	6.04	6.34	3.48	6.24
		3.8								
106.6		TO-R **ROSEVILLE** Double Track	0.0	1.10 AM	2.50 AM	4.30 AM	5.55 AM	6.25 AM	3.39 PM	6.15 PM
		(17.7)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
		.....Time over District.....		(0.40)	(0.40)	(0.35)	(0.35)	(0.30)	(0.31)	(0.35)
		.....Average Speed per Hour.....		26.55	26.55	30.34	30.34	35.40	34.25	30.34

RULES 86, 87 and 93. Third-class trains, extra trains and engines must clear the time of No. 101 not less than 15 minutes, except where Rule D-251 applies.

No. 201 stop on flag at Swanston.

OUTBOUND, VIA ELVAS TO BRIGHTON (see note)

INBOUND, VIA ELVAS FROM BRIGHTON (see note)

Supplement No. 1
To
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Capacity of sidings	THIRD CLASS 518 Local Freight	FIRST CLASS 60 West Coast	54 Sacramento Daylight	Mile Post Location	STATIONS	Distance from Brighton	FIRST CLASS 59 West Coast	53 Sacramento Daylight	THIRD CLASS 519 Local Freight
	Leave Daily Ex. Sunday	Leave Daily	Leave Daily				Arrive Daily	Arrive Daily	Arrive Daily Ex. Monday
Sacramento yard BKWOITP		PM 7.45	AM 8.35	89.0		5.9	AM s 8.30	PM s 7.30	
BKWOTP	AM 5.30			89.8					PM 12.15
M 87 IYP	5.40	7.58	8.45	91.8 / 136.2	A.E.S. TO-R **SACRAMENTO** 0.9 Double Track	5.0	8.17	7.20	12.01 PM
128 WIP	5.50 AM	8.05 PM	8.50 AM	133.2	TO-R **SACRAMENTO** (12th St.) 2.0	3.0	8.10 AM	7.15 PM	11.50 AM
	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily		**ELVAS** 3.0 **BRIGHTON**	0.0	Leave Daily	Leave Daily	Leave Daily Ex. Monday
					(5.9)				

Note—Trains moving from Brighton to Elvas are Eastward, and Elvas to Sacramento, Westward. Trains moving from Sacramento to Elvas are Eastward, and Elvas to Brighton, Westward.

Supplement No. 1
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Walnut Grove Branch

Capacity of sidings	EASTWARD Mile Post Location	STATIONS	WESTWARD Distance from Isleton
Sacramento yard BKWOITP	89.0 / 88.7	TO-R **SACRAMENTO**	33.2
52	94.2	5.5 **DEL RIO**	27.7
31	97.5	3.3 **FREEPORT**	24.4
58	104.6	7.1 **HOOD JCT.**	17.3
Yard Limits	107.9	3.3 **LAMBERT**	14.0
53 WYP Yard Limits	113.4	5.5 TO **WALNUT GROVE**	8.5
YP	121.9	8.5 TO **ISLETON**	0.0
		(33.2)	

ADDITIONAL STATIONS NAME	Mile Post	Capacity
Sacramento-Roseville line		
Swanston (Spur)	93.5	..
Planehaven	97.5	..
Walerga	99.4	..
Brighton-Sacramento line		
Hopfen (Spur)	134.6	20
Placerville Branch		
Ramona	95.5	..
Brown	97.0	..
Manlove	97.5	5
Alden	98.0	..
Boyd	100.3	..
Routier	100.7	..
Mather	103.4	6
Soudan	103.7	..
Salsbury	105.2	..
Nimbus	107.4	..
Alder Creek	108.3	..

ADDITIONAL STATIONS NAME	Mile Post	Capacity
Nagle	111.3	..
Flonellis	127.6	..
Swift	127.8	..
Brela	128.1	..
Brandon	129.8	..
Shrub (Spur)	130.3	3
Dugan	131.4	3
Bullard	131.7	..
Bennett	134.0	..
Shingle Springs	136.9	W
Apex	147.7	..
Walnut Grove Branch		
Baths	91.8	..
Pocket	96.4	..
Mosher	100.9	..
Acacia	102.6	..
Rosebud	103.3	..
Hood (on spur from Hood Jct.)	105.3	..
Mofuba	111.2	..
Locke	112.6	..

EASTWARD

Capacity of sidings	SECOND CLASS 606 Mixed	FIRST CLASS 22 Pacific	24 Challenger	102 Streamliner City of San Francisco	28 San Francisco Overland	26 Passenger	32 Passenger	Mile Post Location	Supplement No. 1 To Timetable No. 171 September 1, 1947 STATIONS	Distance from Roseville
	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			
Roseville yard BKWOTYP		PM 11.55	PM 11.25	PM 7.44	PM 2.17	AM 1.25	AM 12.25	106.6	TO-R ROSEVILLE	0.0
P								110.6	4.0 ROCKLIN	4.0
Yard Limits E 85 WP		AM 12.22	PM 11.52	8.05	2.39	1.55	12.52	120.2	9.6 TO NEWCASTLE	13.6
E 76 WP		12.30	AM s 12.01	8.11	2.45	s 2.10	s 1.02	124.2	4.0 AUBURN, NEVADA ST.	17.6
E 98 P		12.38	12.10	8.18	2.53	2.20	1.11	129.1	4.9 BOWMAN	22.5
E 73 W		12.46	12.19	8.25	3.01	2.28	1.20	134.3	5.2 EAST APPLEGATE	27.7
Yard Limits E 83 BKWOYP		s 1.10	s 12.45	8.40	s 3.17	2.40 s 3.10	s 1.45	141.7	7.4 TO-R COLFAX	35.
P								146.1 146.0	4.4 CAPE HORN	39.5
E 102 WYP		1.37	1.12	9.03	3.41	3.40	2.12	152.2	6.2 GOLD RUN	45.7
WP								156.8	4.6 TOWLE	50.3
M 98 P		1.59	1.33	9.20	3.59	4.05	2.35	160.7	3.9 MIDAS	54.2
E 96 WP		2.11	1.45	9.32	4.08	4.17	2.47	164.8	4.1 KNAPP	58.3
Yard Limits M 99 WITP		2.35	2.08	9.46	4.26	4.40	3.10	170.7 171.8	5.9 TO EMIGRANT GAP	64.2
E 86 WP		2.51	2.22	9.59	4.39	5.00	3.26	177.9	6.1 CRYSTAL LAKE	70.3
P						5.07		180.3	2.4 CISCO	72.7
M 65 WP		3.10	2.40	10.15	4.55	5.20	3.46	185.5	5.2 TROY	77.9
E 116 BKWITP		3.26	f 2.55	10.28	5.08	s 5.40	4.03	192.0	6.5 TO NORDEN	84.4
								195.8 197.2	3.8 EDER	88.2
WP		3.46	3.14	10.47	5.28	6.00	4.24	202.9	5.7 STANFORD	93.9
Yard Limits E 102 BKWOYP		s 4.00	f 3.30	10.58	s 5.40	6.15 s 6.30	s 4.43	208.0	5.1 TO-R TRUCKEE	99.0
M 101 P		4.16	3.46	11.12	5.56	6.50	5.00	218.1	10.1 HINTON	109.1
P								222.4	4.3 FLORISTON	113.4
M 106 P		4.39	4.09	11.32	6.18	7.14	5.23	232.4	10.0 VERDI	123.4
Sparks yard P	PM 7.00	s 5.15	s 4.45	PM s 11.52	s 6.40	s 8.00	s 6.00	242.9	10.5 RENO	133.9
	f 7.05					s 8.10		245.5	2.6 SPARKS (Psgr. Sta.)	136.5
BKWOTYP	s 7.15 PM	s 5.25 AM	s 4.55 AM	s 12.01 AM	s 6.49 PM	s 8.15 AM	s 6.10 AM	246.2	0.7 TO-R SPARKS	137.2
	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(137.2)	
	(0.15) 13.20	(5.30) 24.95	(5.30) 24.95	(4.17) 32.03	(4.32) 30.26	(6.50) 20.08	(5.45) 23.85		Time over District / Average Speed per Hour	

Automatic Block System; Automatic Train Control; Automatic Block System; No. 2 Track

RULES 86, 87, and 93. First-class trains must clear the time of No. 102 not less than 10 minutes, and second-class trains, extra trains and engines must clear the time of No. 102 not less than 15 minutes, except where Rule D-251 applies.

No. 606 may run ahead of first-class trains from Reno.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS

Train	At	Receive To (or Beyond)	Discharge From (or Beyond)	Frequency
32	Any Station	Any Station	Any Station	Daily
22	Auburn, Nevada St.	Ogden		Daily

No. 26 exchange mail by locker at Gold Run, Emigrant Gap, Soda Springs.

No. 26 stop on flag at Midas, Blue Canon, Emigrant Gap, Crystal Lake, Cisco, Troy, Eder, and Andover to receive or discharge employes.

ADDITIONAL STATIONS No. 1 Track

NAME	Mile Post	Capacity
Lawton	237.1	..
Mogul	235.7	..
Calvada	228.4	..
Mystic	225.4	..
Wickes	221.9	..
Andover Crossover	201.3	..
Andover	200.6	..
Eder Crossover	197.7	..
Summit	193.0	..
Soda Springs	190.7	..
Smart	173.3	..
Blue Canon	166.0	..
American	160.0	..
Alta	156.4	..
Dutch Flat	154.5	..
Magra	148.9	..
New England Mills	137.1	..
West Applegate	133.9	..
Clipper Gap	130.9	..

ADDITIONAL STATIONS No. 2 Track

NAME	Mile Post	Capacity
Penryn, Lincoln Ave	115.5	..
Clipper Gap	131.4	..
New England Mills	137.6	..
Magra	148.5	..
Dutch Flat	154.1	..
Alta	156.0	..
American	159.6	..
Blue Canon	166.6	..
Smart	173.3	..
Yuba Pass	176.1	..
Soda Springs	190.6	..
Eder Crossover	197.7	..
Andover	200.6	..
Andover Crossover	201.3	..
Boca	216.3	..
Wickes	221.5	..
Mystic	225.5	..
Calvada	228.5	..
Mogul	235.8	..
Lawton	237.1	..

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To
Timetable No. 171
September 1, 1947

WESTWARD

Capacity of sidings	Mile Post Location		STATIONS	Distance from Sparks	FIRST CLASS 31 Passenger	101 Streamliner City of San Francisco	27 San Francisco Overland	25 Mail	21 Pacific	23 Challenger	SECOND CLASS 605 Mixed
					Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday
Roseville yard BKWOTYP	106.6		TO-R ROSEVILLE 4.0	138.7	s AM 5.45	AM 6.25	s PM 3.31	s AM 1.00	s AM 2.35	s AM 4.20	
P	110.6		ROCKLIN 3.3	134.7	5.35			12.55	2.25	4.08	
W 126 P	113.9		TO LOOMIS 2.7	131.4	5.30	6.16	3.19	12.45	2.20	4.03	
	116.6		PENRYN 3.0	128.7							
W 45 P	119.6		TO NEWCASTLE 4.9	125.7	5.18	6.05	3.07	12.33	2.02	3.48	
Yard Limits W 65 WP	124.5		TO AUBURN 3.9	120.8	s 5.08	5.55	2.57	12.23	s 1.52	s 3.38	
W 135 P	128.4		BOWMAN 13.7	116.9	4.53	5.47	2.49	12.15 AM	1.37	3.23	
85 P	142.1		TO-R COLFAX 4.3	103.2	s 4.25	5.20	2.21	s 11.46 PM	s 1.07	s 2.55	
Yard Limits W 103 BKWOYP	146.4		CAPE HORN 6.2	98.9	4.10	5.12	2.12	11.32	12.46	2.40	
P	152.6		GOLD RUN 4.6	92.7	3.56	4.59	1.59	11.19	12.32	2.26	
W 94 WYP	157.2		TOWLE 3.9	88.1							
WP	161.1		MIDAS 4.1	84.2	3.32	4.42	1.42	11.01	12.07 AM	2.02	
98 P	165.2		KNAPP 6.0	80.1	3.21	4.34	1.34	10.52	11.56 PM	1.51	
WP	171.2		TO EMIGRANT GAP 4.3	74.1	3.07	4.22	1.22	10.40	11.44	1.37	
Yard Limits M 95 WITP	171.8		YUBA PASS 1.8	69.8	2.56	4.14	1.14	10,32	11.34	1.26	
W 74 P	176.1		CRYSTAL LAKE 2.4	68.0	2.52	4.10	1.10	10.28	11.30	1.22	
WP	177.9		CISCO 5.3	65.6							
P	180.3		TROY 6.5	60.3	2.36	3.55	12.55	10.13	11.14	1.06	
M 59 WP W 71	185.6		TO NORDEN 4.0	53.8	s 2.21	3.42	12.42	10.00	f 11.01	12.51	
W 124 BKWITP	192.1		DONNER 1.1	49.8	2.04	3.34	12.33	9.50	10.50	12.30	
W 85 P	196.1		EDER 5.7	48.7							
	197.2		STANFORD 5.1	43.0							
WP	202.9		TO-R TRUCKEE 8.2	37.9	s 1.35	3.15	s 12.09 PM	s 9.25	s 10.20	s 12.01 AM	
Yard Limits W 126 WOYP	208.0		BOCA 1.8	29.7	1.12			9.07	9.56	11.36 PM	
	216.2 216.3		HINTON 4.3	27.9	1.08	3.01	11.49 AM	9.03	9.52	11.32	
P	218.1		FLORISTON 9.9	23.6							
M 101 P	222.4		VERDI 10.4	13.7	12.44	2.43	11.27	8.41	9.28	11.08	
WP	232.3		RENO 2.6	3.3	s 12.26	s 2.27	s 11.11	s 8.25	s 9.05	s 10.50	PM s 7.50
M 106 P	242.7 242.9		SPARKS (Psgr. Sta.) 0.7	0.7	s 12.06						f 7.40
P	245.5		TO-R SPARKS	0.0	12.01 AM	2.18 AM	11.01 AM	8.00 PM	8.35 PM	10.25 PM	7.35 PM
arks yard	246.2		(138.7)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday
BKWOTYP			Time over District		(5.44)	(4.07)	(4.30)	(5.00)	(6.00)	(5.55)	(0.15)
			Average Speed per Hour		24.19	33.69	30.82	27.74	23.12	23.44	13.20

Automatic Block System — Automatic Train Control — Automatic Block System — No. 1 Track

RULES 86, 87, and 93. First-class trains must clear the time of No. 101 not less than 10 minutes and second-class, extra trains and engines must clear the time of No. 101 not less than 15 minutes, except where Rule D-251 applies.

No. 605 may run ahead of first-class trains from Sparks.

RULE 5. Schedule time and train-order time apply as follows:
At Troy, at middle siding.
At Newcastle, at east crossover switch. Westward trains must stop east of east crossover switch unless authorized by train-order signal to proceed.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS

Train	At	Receive To (or Beyond)	Discharge From (or Beyond)	Frequency
21	Any Station		Beyond Sparks	Daily
23	Any Station		Ogden	Daily
31	Any Station	Any Station	Any Station	Daily

No. 31 stop on flag at Andover, Eder, Troy, Cisco, Crystal Lake, Emigrant Gap, Blue Canon and Midas to receive or discharge employes.